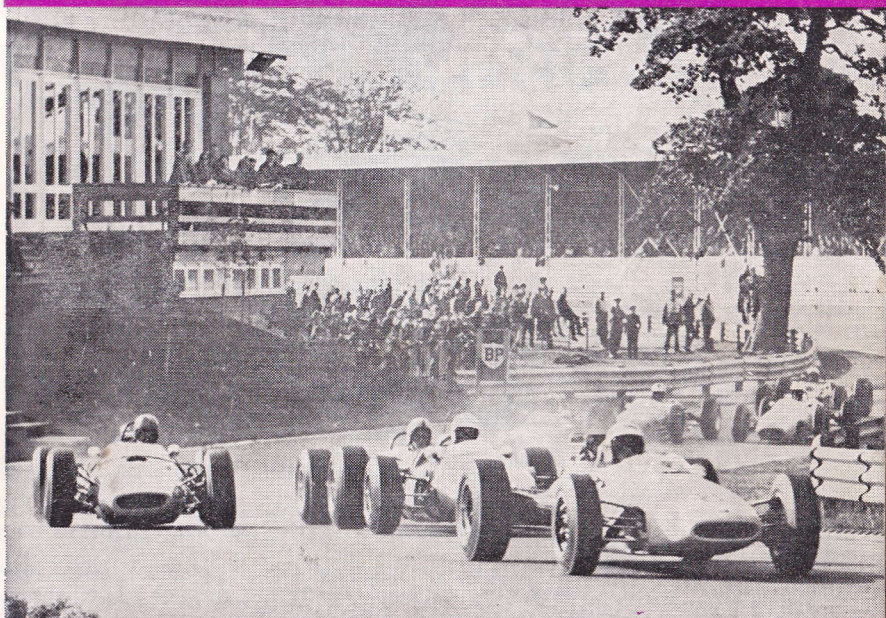


organised by Scottish Motor Racing Club



# INGLISTON MOTOR RACING CIRCUIT

ROYAL HIGHLAND SHOWGROUND EDINBURGH



## Edinburgh Festival Meeting Sunday, 3rd Sept.

1967

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Programme  
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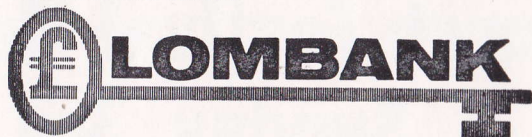




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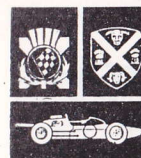
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## The Edinburgh Festival RACE MEETING

**Sunday, 3rd September, 1967**

*organised by*

**The Scottish Motor Racing Club Ltd.**

\* \* \*

### PROGRAMME

- |         |  |
|---------|--|
| 9.45 am | Practice   |
| 1.00 pm | Luncheon Interval  |
| 1.15    | Concert by CHRIS BARBER'S JAZZ BAND                              |
| 2.30    | Event 1 Saloons up to 1200cc, (a1), 10 laps                      |
| 2.50    | 2 Formula Vee, 10 laps   |
| 3.10    | 3 Saloons over 1200cc, 10 laps                                   |
| 3.30    | 4 Sports & Special GT Cars, over 1200cc, 10 laps                 |
| 3.50    | 5 Saloons up to 1200cc, (a2), 10 laps                            |
| 4.10    | 6 JOCK McBAIN MEMORIAL RACE, 40 laps                             |
| 4.45    | 7 Sports & Special GT Cars, up to 1200cc, 10 laps                |
| 5.05    | 8 Hartley Whyte Championship Race, 25 laps. See note 7           |
| 5.30    | Concert by CHRIS BARBER'S JAZZ BAND in front of Timekeepers' Box |



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Deputy Chief Marshal	Dr. J. G. WAUGH
Chief Marshal	A. H. B. CRAIG
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Chief Track Marshal	G. STOREY
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Chief Spectator Marshal	A. D. HORNE
Chief Grid Marshal	G. MONTGOMERY
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Chief Timekeeper	Dr. L. JAMIESON
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Secretary to Meeting	I. SCOTT WATSON
Competitor Reception	E. D. HODGES & E. S. CHAPMAN
Results Processors	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	J. J. MITCHELL
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Stewards (for Club)	J. R. STEWART, N. T. LITHGOW, R. KAY
Judges of Fact	W. A. MARTIN, J. MACMILLAN, I. CUNNINGHAM, A. REID
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This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. RS/3649



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## LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. J. FORBES	1991	Lotus-BMW	Aberdeen
2	J. L. ROMANES	1865	Lotus 35	Edinburgh
3	A. D. T. FLETCHER	1600	Brabham BT18	Culross
4	A. CHARNELL	1600	Lola T55	Balerno
5	J. RUSSELL	4727	Russell-Ford	West Calder
6	J. MILLAR	997	Brabham BT15	Bridge of Weir
7	C. M. WILLIAMS/ Chris Williams Rac. Ltd.	997	Brabham BT21	Guildford
8	R. FEILDING/ Michael Pearson Racing	997	Brabham BT21	Pailton
9	G. OLIVER	997	Brabham BT10	London
10	G. BIRRELL/ Ecurie Ecosse	998	Ecosse Imp	Milngavie
11	A. N. OTHER/ Ecurie Ecosse	998	Ecosse Imp	
12	S. JOHANSSON/ Saab Aktiebolag	850	Saab JW4/4	Trolhatten
14	A. C. GOODFELLOW	1600	Fireball-Ford	Falkirk
15	W. TURNBULL/ P. A. B. Stewart	1085	Cooper	Edinburgh
16	G. MacWILLIAM	1860	Merlyn Mk. 7	Glasgow
17	J. WALKER/Richard Grant (Properties) Ltd.	850	J.W. 4/4	Wotton-u-Edge
19	G. P. THOMSON	997	Mallock U2	Aberdeen
20	W. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan GT	Falkirk
21	T. E. BLACKADDER	1594	Lotus Elan	Edinburgh
23	R. McN. COWE	1558	Healey-Lotus	Pencaitland
24	A. SOUTER	1650	Fairthorpe	Dundee
25	S. DUNSTERVILLE	1340	Lotus 7	Glasgow
26	G. WHITTINGHAM	1498	Lotus 7	Durham
27	H. HEEREY/ Midland Garage	1498	Chevron	Bramhall
28	J. MILNE/ W. Shepherd	1293	MG Midget GT	Glasgow
29	J. MILNE/ W. Shepherd	1293	Mini-Cooper	Glasgow
30	I. A. B. HARRIS	1390	Mallock U2	Barrhead
31	A. W. HUTCHINSON	1293	Austin-Healey	Leven
32	J. BLADES	1594	Ginetta G12	Whitley Bay
33	J. H. APPELEGARTH	1498	Adder Mk. 1	Houghton-le-Spring
34	I. COCHRANE	1498	Lotus 7	Dalrymple
35	R. FORESTER-SMITH	1150	Lotus XI	Edinburgh
36	G. CROSSLEY	1098	Lotus XI	Poulton-le-Fylde
37	N. MORRISON	1098	Lotus XI	Glasgow
38	G. HAMILTON	1098	Lotus XI	Glasgow
39	G. SILVERWOOD/ D. Buller-Sinfield	1148	Lotus XI GT	Mirfield
40	A. G. WATSON	997	Mallock U2	Burntisland
41	A. MYLIUS	998	Ginetta G12	London
42	J. NICHOLSON/ Jaynick Accessories	1098	Lotus 23B	Glasgow
43	S. McCRACKEN/ Jaynick Accessories	1600	Jaynick Anglia	Glasgow
44	J. L. ALEXANDER	1070	Mini-Marcos GT	Clarkston
45	J. MACKIE	998	Marcos	Lochore



# LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
46	G. TEMPLE	997	Lotus 7	Morpeth
47	A. BARTON	1500	Mini Marcos	Newcastle
48	D. MUTER/ A. Barton	1293	Morris Cooper	Newcastle
49	G. BELL/A. Barton	998	Morris Mini	Bedlington
50	J. ABSALOM	1098	Ginetta G4	Morpeth
51	T. S. McNAY	1098	Mini-Marcos	Thornhill
52	R. SIMPSON-SMITH	1098	Project	Airdrie
53	T. E. SLEIGH	3781	Jag. 3.8 Mk 11	Westfield
54	W. J. TURNBULL	2442	Jag. 3.4 Mk. 1	West Lothian
55	J. DRYDEN	1293	Mini-Cooper	Dundee
56	R. F. MORRISON	1275	Mini-Cooper	Helensburgh
57	P. DALKIN	1999	Triumph	Newcastle
58	D. J. M. FISHER/ P. Dalkin	1860	Perdal Cortina	Dunon
59	S. J. CHRISTINE	1860	Ford Anglia	Dunoon
60	E. LABINJOH/ J. Fisher	1450	Mini-Cooper	Edinburgh
61	J. FISHER	1100	Fisher GT	Edinburgh
62	G. DOUGLAS	1600	Ford Anglia	Aberdeen
63	J. M. HENRY	1293	Cooper S	Edinburgh
64	J. R. BLANCKLEY	1798	Austin A/40	Penshaw
65	N. BRITTAN/ Team VW (GB)	1300	Beach	London
66	J. NADIN/ Team VW (GB)	1300	Beach	Chelsea
67	M. HAYSEY/ Team VW (GB)	1300	Beach	London
68	B. DRYDEN/ Team VW (GB)	1300	Dolling	Edinburgh
69	G. BIRRELL/ Team VW (GB)	1300	Beach	Glasgow
70	H. HEEREY/ VW (N. London)	1300	Beach	Cheshire
71	P. R. MASON/ Smithfield Garage Ltd.	1285	Smithfield	Birmingham
72	M. BURNS-GREIG/ H. & G. Robinson Racing	1300	Beach	Duns
73	B. E. GLOVER/ Midgeley Bros.	1192	C.G.V.	Pudsey
74	A. S. NICHOL/ J. S. Lamb	1300	Apal	Cairneyhill
75	P. DANAHER/ Weir Lodge Garage	1300	Beach	Chertsey
76	M. R. HAYSELDEN	1300	Monaco Vee	Rotherham
77	J. HALL	1300	Apal	Kidderminster
78	A. MILLBURN	1300	Apal	Anglesev
79	P. V. WRIGHT	1293	Mini-Cooper S	Newtonards
80	G. BIRRELL/Claud Hamilton Motors Ltd.	1140	Singer Chamois	Milngavie
81	W. L. MORRISON	998	Chamois Sport	Bridge of Allan
82	T. CHARNELL/ J. Croall & Sons	998	Chamois Sport	Balerno
83	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
84	R. D. McCUTCHEON	998	Hillman Imp	Wigtown

# LIST OF ENTRIES — Continued

Car No.	DRIVER/Entrant	Make/Model of Car	Home Town
85	R. MacKAY/ H. Shannon	998 Hillman Imp	Thurso
86	L. EMSLIE	1071 Morris Cooper	Aberdeen
87	A. J. TOBIAS	1148 Mini-Cooper S	Newcastle
88	B. HENDERSON	999 Minnow Mini	Hackbridge
89	N. WATERHOUSE/ B. Henderson	999 Minnow Mini	Hackbridge
90	N. EDGINTON/ B. Henderson	970 Minnow Mini	Hackbridge
91	R. J. S. HAINING	999 Mini-Cooper	North Berwick
92	G. DOUGLAS	998 Hillman Imp	Scone
93	J. A. J. CURRIE	999 Mini-Cooper	Dumfries
94	J. S. McCAIG/ K. Robertson	1070 Morris Mini	Haddington
95	R. J. SCOTT	997 Mini-Cooper	Lanark
96	J. I. JOHNSON	996 Austin Mini	Kilbarchan
97	J. SIME	997 Mini-Cooper	Paisley
98	D. WOOD	997 Ford Anglia	Aberdeen
99	L. LAYBOURNE	1070 GTS Mini	Newcastle
00	A. ORMISTON	998 Morris Mini	Edinburgh
01	K. ALLEN	998 Austin-Cooper	Crossford
02	D. C. GAY	998 Morris Cooper	East Kibride
03	R. M. CAIG	1198 Borgue Anglia	Borgue
04	E. PATERSON	1028 Mini Minor	Edinburgh
05	C. LIVINGSTONE	1100 Renault	Inverary
06	J. E. HOWDEN	875 Hillman Imp	Edinburgh
07	I. R. OWER	1148 Mini-Cooper	Dundee
08	R. D. WYLLIE	997 Mini-Cooper	Annan
09	P. G. GAILLARD	1293 Mini-Cooper S	Helensburgh (U.S.A.)
110	K. ROBERTSON	850 Aley-Mini	Haddington

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## For your Day's Enjoyment...

Today's meeting is a critical one in the fortunes of the "Daily Record" Scottish Racing Car Championship. A victory by **Andrew Fletcher** would clinch the title for him, but should **Willie Forbes** win the Jock McBain Memorial Trophy Race (its 40 laps making it the longest single race on the Ingliston calendar) the destiny of the "Daily Record" Trophy will not be known until the Lombank Trophy Race Meeting in a month's time on 1st October.

Andrew Fletcher has certainly established himself during the past two years as Scotland's most consistent and promising driver. Although with a somewhat under-powered mount, he has been competing regularly in England and on the Continent in Formula Two races with his "Twin-Cam" Lotus-engined Brabham. A win in the Scottish series might well win him the opportunity of purchasing one of the all-conquering Cosworth-Ford FVA Formula Two engines and enable him to compete on level terms next season in the F2 field. Without doubt much of his success at Ingliston has been due to superior reliability and for this he must thank Jimmy Veitch of Newbridge Service Station—a mile or so from Ingliston—for the preparation of his car.

Willies Forbes has not been blessed with the best of luck with the BMW engine in his Lotus 35 during the past two seasons and this is unfortunate. Willie is a very fine driver and when the car is in full song is probably every bit as quick if not quicker than Fletcher. The Brabham seems better-suited to a slippery circuit than the Lotus, but again this may be due to the different tyres fitted to both his car and that of the third main Scottish Formula Libre contender, **John Romanes**. The latter's car is a similar chassis (in fact, Forbes' car was originally built for Romanes for the 1965 season but was so delayed in delivery that he cancelled the order and later purchased his present chassis from John Willment Racing).

The Lotus 35 monocoque chassis is available with a variety of different engines, usually Lotus twin-cam or Coventry-Climax, but both the Scottish-owned cars are unique in their choice of engines. John Romanes relies on the ingenious Martin-Ford engine of 1860cc. Neither the BMW nor the Martin engine have proved as reliable as the twin-cam Lotus but it is interesting to find some originality in choice of power-unit in this age. Forbes relies on his own garage personnel for race preparation but Romanes undertakes all his own preparation work without any support or help from a garage business. Apart from being Chairman of Scotcircuits Ltd., Ingliston's promoting company, John is the busy managing director of the enterprising Edinburgh manufacturers Lothian Chemical Co. Ltd. and consequently can only spare time in the evenings for work on the Lotus.

A newcomer to the Formula Libre class at the last two meetings has been **Tony Charnell** with his ex-M.R.P. Lola T55 powered by an engine similar to Fletcher's and which Jimmy Veitch is also beginning to "breathe" upon. This car undoubtedly also has the potential to win today and in practice for the Milk Trophy Meeting in August he was equal fourth-fastest before a fracas with a slower car put him off the track at Gardeners' and out of the race. Charnell is manager of the new Corstophine garage of John Croall & Sons Ltd. and is, of course, better known at the wheel of his Chamols Sport among the saloons.

**Jock Russell** may have a change of luck today. Until now he has always requested the number 4 for his car and was quite upset in May when he was allocated No. 5. However he has never driven so well as he did that day so the organisers have changed his number and we may yet see the Russell-Ford and its tartan-helmeted driver first past the post. **Graham Birrell** is again leading the Ecurie Ecosse team with



their Imp-engined cars and it will be interesting to see how they compare with the works-entered SAAB JW4/4 of **Siggy Johansson**, all the way from Trolhatten in Sweden to be the first Scandinavian driver to run at Ingliston. We suspect that he has taken refuge in Scotland while Sweden changes to driving on the other side of the road today! The three-cylinder two-stroke Saab power-unit has proved itself over and over again in the hands of such drivers as Eric Carlsson and his wife, Pat Moss-Carlsson in rallies and it will be interesting to see how their essay into circuit racing succeeds.

There is a strong English entry for the main race today, headed by **Chris Williams** with his F3 Brabham. Williams is undoubtedly one of Britain's most successful F3 drivers and spends most of his time racing on the Continent, where recent wins at Villa Real in Portugal and Schleitz in East Germany have done much to boost his moral. This was undoubtedly helped by his splendid performance at Ingliston at the SMT Trophy Race Meeting where he came second in the title race and won the King Hussein Trophy Race. The car is now fitted with the new Holbay four-branch inlet manifold and could well beat the lap record on this visit. In July he was within 1/5th of a second of the outright lap record set up by Bill Stein in the Ecosse-Climax in 1965. Supporting him will be **Rollo Fielding** and **Geoff Oliver**, both in similar cars. Paul Watson, who looks after the business affairs of no less than forty English drivers including this trio, was astonished that more English drivers have not "discovered" Ingliston, because for a typical F3 driver it is probably more lucrative making the trip to Scotland than to the Continent. Perhaps it is the mistaken belief among Sassenachs that Scotsmen really are tight with their money!

What of the supporting races? There are two races for Sports and Special GT Cars (up to and over 1200cc respectively) and both should provide good racing. **Bill Dryden** is back again with Nick Cuthbert's very successful Elan to try to build up his lead in the "Sheila Whyte" Championship, but his arch-rival **Johnny Blades** has exchanged his Lotus 47 for a new Ginetta G12 twin-cam (the rear-engined model of this make which has been so successful). For outright honours in this class they will meet stiff opposition from **Howard Heerey's** Chevron Clubman's car (at present leading the Clubman's Championship in England) and also in this race, GT-mounted will be **Ernie Blackadder** in his Elan, and Clubman-mounted will be **Ian Cochrane** and **George Whittingham** in their Lotus Sevens. Among the smaller-engined cars, there promises a close race between **Andrew Mylius** in an SCA-Cosworth engined Ginetta G12 and **John Nicholson** in his Lotus 23B with **Andy Barton's** Mini-Marcos and **Robin Simpson-Smith's** Project keeping a watching brief.

The Formula Vee line-up is much the same as before, with Championship leader **Nick Brittan** probably finding the opposition keener as **Gerry Birrell** really gets to grip with the Volkswagen-based single-seaters, the glamorous and talented **Jenny Nadin** once again taking time off from Jaegers' Kings Road Boutique in London to challenge team-leader Brittan, **Bill Dryden** keeping on trying to keep **Mike Haysey** and **Howard Heerey** at bay and **Ron Mason's** British-built Smithfield (much the prettiest of the Vees) hoping to improve on his driving as he becomes more familiar with the circuit.

So to the saloons. To many of our regulars these provide the best entertainment of the afternoon and once again half the programme is devoted to them, culminating with the longest saloon race staged at Ingliston—the Edinburgh Festival round for the Hartley Whyte Championship, over 25 laps. Again the organisers have "seeded" the smaller-engined cars into two classes, placing the 998cc-and-over engined Chamois and Imps with the up to 1200cc-engined S-Type Mini-Coopers. Surprise driver in the slower class in August was **Ken Allen**, who took his Mini round to a victory which has more usually been the

province of Iain Pinkerton. **Geordie Bell** gave him a good run for his money at the same meeting and is proving as quick on four wheels as he used to be on two in the days of Charterhall.

Newcomer to Ingliston in August in the faster "small" saloon class was **Ronnie Mackay** with his Hugh Shannon-prepared Imp and he acquitted himself well against the old familiar faces of **Gerry Birrell** with the Claud Hamilton Motors-prepared Shannon-Climax-engined Chamois; **Logan Morrison** with his ex-Fraser Chamois/Imp and **Tony Charnell** with his John Croall-prepared Chamois. They are joined in the "Chimp" stakes by **Ron McCutcheon**, who has forsaken the Mini which he brings from Galloway regularly. Three English faces we are glad to see back again this year are those of the Minnow-Mini brigade, **Bob Henderson**, **Nick Waterhouse** and **Nick Edginton**. Bob usually enters his car for David Morgan and with it the latter is leading the Redex Saloon-car Championship, one point ahead of the Fraser-Imps. This is very much a holiday outing for these three and we wish them luck.

Finally, to the "big-bangers." The Milk Race Meeting saw the debut of **Tom Sleigh's** 3.8 Jaguar in full racing trim but rather over-size for Ingliston, and he is joined by similarly-mounted **Bill Turnbull** for the Edinburgh Festival meeting. The usual gaggle of Mini-Coopers will be trying to run rings round them but we suspect they will be a little more respectful of the Jaguars than they sometimes are of their own kind! This battle will be led by that fearsome foursome, **Jim Dryden** (winner last time out), **Davey Muter** (scarcely a hairs' breadth of difference in their speeds), **Ronnie Morrison** and **Eddie Labinjoh**. Morrison is not finding points so easy in the Hartley Whyte Championship as he did last year and Labinjoh is beginning to find his feet with the "Yellow Peril." Making a return to Ingliston will be **George (Aberdeen) Douglas** with a "big" Anglia. He shook everyone with his electrifying performance in a Ford Cortina during the first season at Ingliston and has not been seen since. **Duncan Fisher** will be upholding Cortina honours and **Peter Dalkin** hopes to have his new Vitesse ready for this meeting.

Today's programme sets a rather different pattern from previous meetings this year with its emphasis on long principal races. The organisers will be keeping their fingers crossed that a "multiple-shunt" doesn't eliminate half the field early in the race, but it will certainly be interesting to see how single-seaters survive 40 laps and saloons 25 laps. One thing is certain; drivers in these races will be working very hard!

★ ★ ★

We welcome Festival visitors to this meeting. It gives us pleasure that we should help to provide a light relief to music and drama-lovers. The music may not be as masterful as that of the Berlin Philharmonic in the Usher Hall tonight, the pirouettes of the cars as graceful as those of the New York ballerinas, the drama as interesting as Chekhov's "Cherry Orchard"; nor do we go so far as to suggest that the production will match that of Scottish Opera's "The Rake's Progress," but the progress of our favourite drivers may well provide almost as much entertainment. And, we do have musical connections with Chris Barbers' Jazz Band! To those Festival visitors from Overseas who care to call at the Treasurer's Office at the North Gate, we should be happy to issue Guest Tickets gaining admission to our Members' Pavilion.

★ ★ ★

This meeting has as its main race one in memory of the late Jock McBain, founder of this club's parent, the Border Motor Racing Club, and of the Border Reivers team which launched Jim Clark on his motor racing career. We hope that it will be a fitting tribute.



As a result of the popularity of the arrangements for members of the Scottish Motor Racing Club last year, High Tea will be served from 5.0 p.m. in the McRobert Pavilion—bacon or sausage, egg and chips, haddock and chips, salads, etc. No need to book and the cost is 7/6 per head. There will also be a snackbar for members upstairs and the Bar will be open as usual during normal hours at 12.30 to 2.30 and 6.30 to 9.30. Unfortunately we just cannot vary these hours due to the strange Scottish licensing laws!

Lunches are served (10/-) and there is a Members' Snack Bar upstairs.

Members are reminded that access is on production of their current Membership Card which will admit the holder, his or her children, and one other adult.



Assisting in the organisation today and every other race day at Ingliston are some 300 marshals, all of whom work on a purely voluntary basis. Without them there would be no racing. Please do co-operate with us and them, because without your co-operation somebody's enjoyment will suffer. Your safety is in their hands; do not jeopardise yours and that of others by disregarding their instructions.



Race-going and cameras go together. This year, Reg Forester-Smith's Camera Centres hold the concession at Ingliston on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films. Graham Birrell has a mobile accessory shop alongside at which all sorts of "Bolt-on goodies" can be purchased.



You may well feel in need of some refreshment during the day. There are four snack bars in addition to the Herdsman's Restaurant open to the public: one adjoins the Herdsman's, one on the ground floor of the McRobert Pavilion, one at the East Gate and one near Gardeners' Corner. Three course lunches are available from 7/6d. in the Herdsman's. We regret that our caterers have had to slightly increase their charges this year due to the Selective Employment Tax. Catering at Ingliston is in the hands of that well-known Edinburgh firm, D. S. Crawford Ltd. In addition, the Scottish Milk Marketing Board have Milk Bars near Shepherds' Grandstand and in their splendid Pavilion alongside the track at Farmers' Bend.



Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the 'grid'—as the starting line is called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming-up lap, forming up on a rummy grid at Merchants' Turn. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."

Seats for the Highland Grandstand will be on sale at the kiosk behind the stand at the head of the main avenue, and those for Shepherds Stand in the East Gate Courtyard Kiosk. Prices are 10/- except for the East Wing of the Highland at 5/-, and the kiosks open at 10.30 a.m. Shepherd's Stand provides a particularly good vantage point.



At various points around the circuit there are teams of marshals whose duties are to signal by means of flags various information to the drivers. A blue flag held stationary means "there is a car close behind"; blue flag waved means "the car behind wishes to overtake." Yellow flag held stationary means "caution"; waved vigorously means "extreme danger, be prepared to stop." A yellow flag with red stripes signifies oil on the track, and a white flag means that there is a service vehicle (ambulance, fire engine, etc.) on the circuit. You may see an official at the finishing line holding a black flag together with a blackboard on which will be chalked a number. This means that the competitor whose number is on the board must immediately slow and drive gently to the pits. It may be that observers have reported some parts of his car loose or it may be that in the opinion of the Clerk of the Course he is driving in such a way as to cause danger to others.



There is a growing demand for trackside advertising at Ingliston, especially now that the circuit has been approved by the S.M.M.T. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassell Street, London S.E. 10. Details of Programme advertising may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.



Racing at Ingliston is possible primarily by courtesy of the Royal Highland and Agricultural Society, who own and have developed this wonderful Showground. We do ask you to respect their property and refrain from climbing over their buildings or scattering litter.

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**WARNING TO THE PUBLIC.**—Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators, ticket holders or officials.

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## Luxury with a thrill in the tail!

Now the most successful luxurious light car on the road becomes the light fantastic – with the added excitement of sporting performance. If you like luxury with a thrill in the tail, the Singer Chamois Sport is for you. The new rear-mounted sports engine gives 55 b.h.p. – 31% more power! And that's on top of the 4-seat comfort, convenience, economy and downright enjoyment that's already made the Chamois famous. *Manufacturer's recommended price £665.9.4 inc. p.t.*

## New Singer Chamois Sport



**John Croall & Sons (Motors) Ltd.**

**162 St John's Road, Edinburgh, 12. Tel. 334 6248**

SINGER MAIN DEALERS, EDINBURGH & LOTHIAN

Showrooms open 9 to 6 daily, Thursday and Friday 9 to 7,  
Saturday 9 to 5, Sunday 2 to 5.



## The Barber Saga

Today we welcome back to Ingliston, for their fourth visit since racing started at the circuit, Chris Barber's Jazz Band. Without doubt many who enjoy motor racing also enjoy Jazz; and in the case of Chris Barber this process is reversed, for he is a keen motor racing enthusiast and no mean driver himself. He has always been faithful to the marque "Lotus," and it was at the end of 1958 that I first met Chris, driving his pea-green "twin-trombone" Elite in that famous Boxing Day Brands Hatch meeting when Jim Clark drove the Border Reivers Elite to such good effect in that thrilling race with Colin Chapman. The Elite was eventually replaced by an Elan, and this car captured the imagination of all Ingliston regulars during 1965 in the hands of Mike Beckwith. This year, John Hine has joined Chris's team and is driving both the Elan and a new Lotus 47. John hopes to bring one of the cars to Ingliston for the Lombank Trophy Meeting.

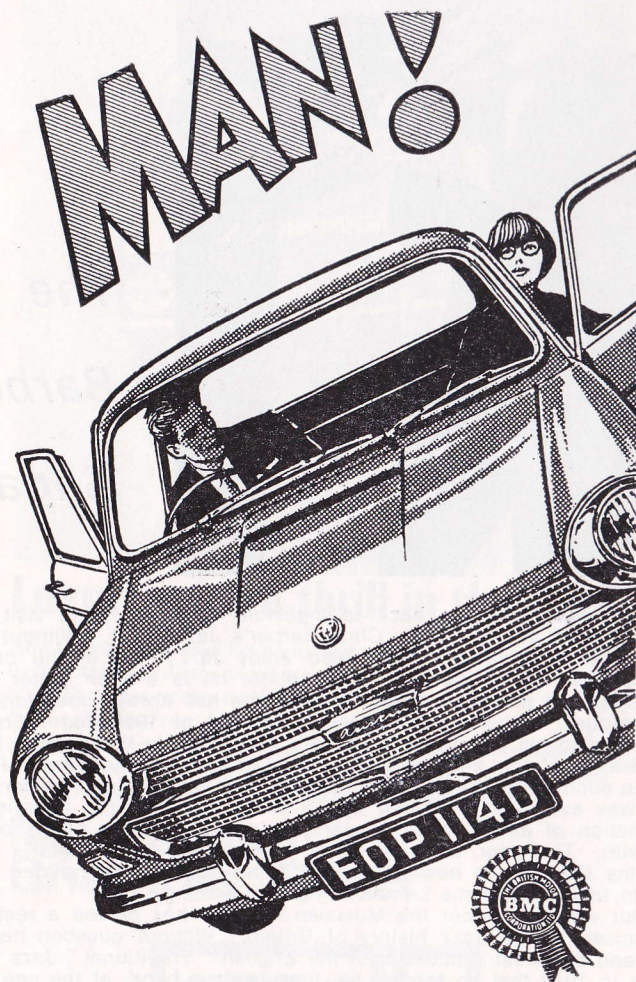
But what of Barber the Musician? Chris has carved a real niche for himself in the Jazz history of Britain. Without question his band has been the most successful of the English "Traditional" Jazz Bands. It was in 1948 that he formed his first amateur band, at the age of 18, but three years later his chosen career as an actuary had been dropped in favour of Jazz and he had his own London Club—the Lincoln Gardens Jazz Club. During 1953 he joined Ken Collyer, parting company the following year. This, too, was the year in which he met his future wife, that wonderful vocalist Otilie Patterson. This was the turning point in the Barber fortunes, and the band's output of L.P. records over the next ten years bears tribute to this.

One of the most successful of these records was entitled "Barbers' Best" and included two numbers which in their time were real "hits" — "Bobby Shaftoe" and "The Martinique." Perhaps my favourite of his recordings though is "Creole Love Call" and I've seen his enthusiastic audiences almost bring the roof down in an ovation after playing this moving piece of music.

We were sorry to miss Otilie Patterson on their visit last year. That wonderful "Blues" voice cried "Nough" at the end of 1965 and she was ordered a year's rest from singing. Her doctor is not very enthusiastic about her singing in the open, but, weather permitting, we hope that once again those rich tones will accompany Chris's trombone, Pat Halcox's trumpet, Ian Wheeler's clarinet, Stu Morrison's banjo, John Slaughter's guitar, Jackie Stavell's bass guitar and Graham Burbridge's drums, that make up this wonderful band.

I.S.W.





see the BMC AUSTIN 1800

**MOIR & BAXTER Ltd.**  
EDINBURGH

39a Queensferry St. Comely Bank 107 Glasgow Rd.

CAL. 3573

DEA 1344

COR. 1351

Associate Co. George Fowler (Motors) Ltd. NORTH BERWICK

## INGLISTON LAP RECORDS

### RACING CARS (Outright Lap Record) :

Formula Libre :  
W. J. STEIN (Ecosse-Climax) ..... 38.0" — 3rd Oct.  
(1965)

Up to 1000cc :  
C. M. WILLIAMS (Brabham F3) ..... 38.2" — 23rd July  
(1967)

Formula Vee :  
N. BRITTAN (Beach) ..... 43.0" — 13th August  
(1967)

### SPORTS CARS

over 1200cc :  
W. FORBES (Elva B.M.W.) ..... 40.4" — 29th Aug.  
and G. H. BREAKELL (Brabham) (1965)

Up to 1200cc :  
J. WATSON (Crosslè) ..... 42.0" — 3rd Oct.  
and T. THWAITES (Lotus 23B) (1965)

### CLUBMAN'S CARS

H. HEEREY (Chevron) ..... 41.2" — 13th August  
(1967)

### SPECIAL GRAND TOURING CARS

Over 1200cc :  
J. H. BLADES (Lotus 47) ..... 40.6" — 23rd July  
(1967)

Up to 1200cc :  
A. A. BARTON (Mini-Marcos)  
J. CORFIELD (Diva GT) ..... 43.0" — 24th July  
T. THWAITES (Mercury GT) (1966)

### SALOON CARS

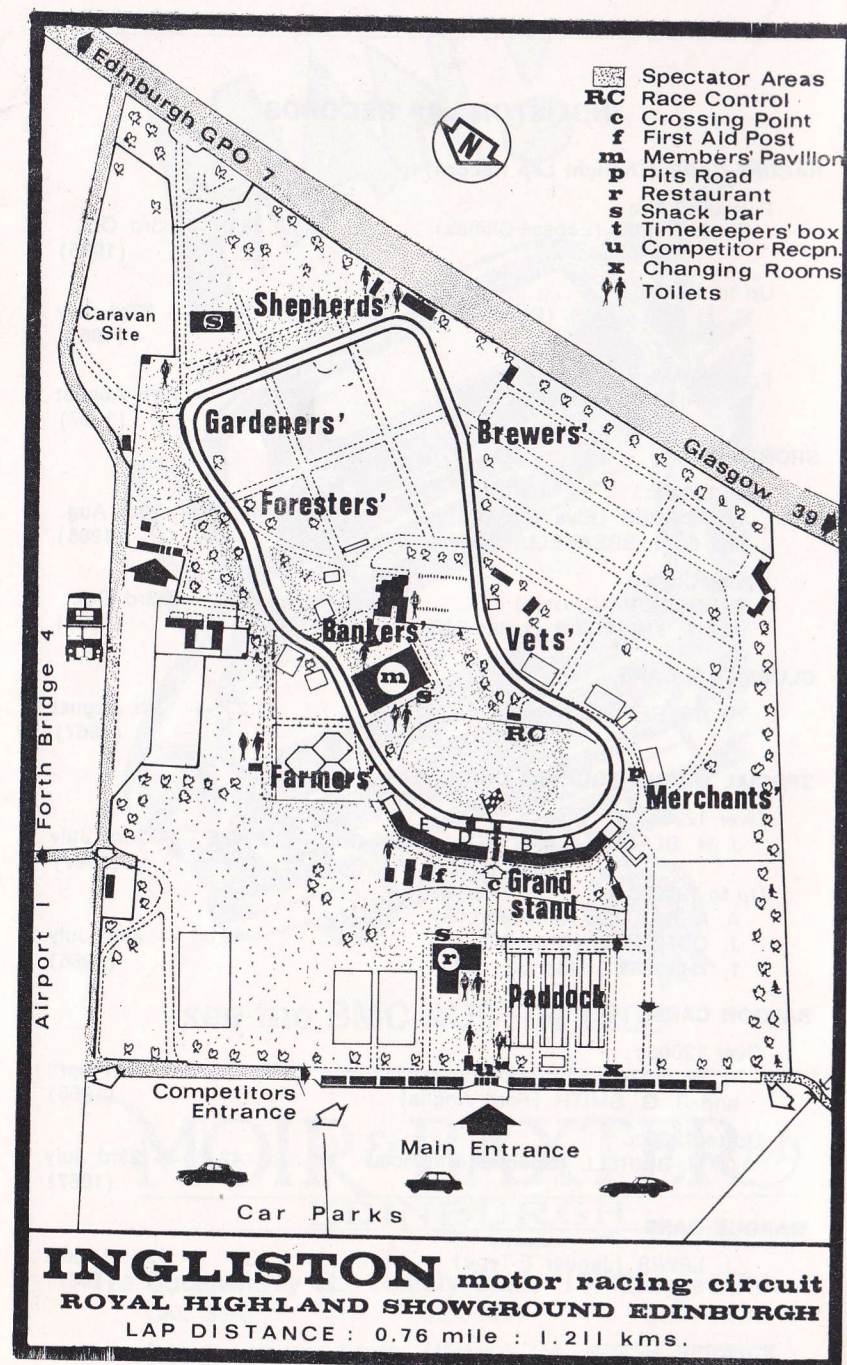
Over 1200cc .  
H. W. RATCLIFFE (Mini-Cooper) ..... 42.6" — 17th April  
and R. G. SMITH (Ford Anglia) (1966)

Up to 1200cc :  
G. H. BIRRELL (Shannon-Chamois) ..... 42.4" — 23rd July  
(1967)

### MARQUE CARS

J. LEWIS (Jaguar E-Type) ..... 43.4" — 13th August  
(1967)





## INGLISTON LAP CONVERSION TABLE

This table gives a quick approximate guide to the average speeds for any given elapsed time (in seconds). Accuracy is not guaranteed and the official results will be those given by the timekeepers.

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
35.0	78.2	41.4	66.1	47.8	57.2	54.0	50.7
35.2	77.7	41.6	65.8	48.0	57.0	54.2	50.5
35.4	77.3	41.8	65.5	48.2	56.8	54.4	50.3
35.6	76.9	42.0	65.1	48.4	56.5	54.6	50.1
35.8	76.4	42.2	64.8	48.6	56.3	54.8	50.0
36.0	76.0	42.4	64.5	48.8	56.1	55.0	49.9
36.2	74.6	42.6	64.2	49.0	55.8	55.2	49.7
36.4	75.2	42.8	63.9	49.2	55.6	55.4	49.6
36.6	74.8	43.0	63.6	49.4	55.4	55.6	49.4
36.8	74.3	43.2	63.3	49.6	55.2	55.8	49.2
37.0	73.9	43.4	63.0	49.8	54.9	56.0	49.0
37.2	73.5	43.6	62.8	50.0	54.7	56.2	48.9
37.4	73.2	43.8	62.5	50.2	54.5	56.4	48.7
37.6	72.8	44.0	62.2	50.4	54.3	56.6	48.5
37.8	72.4	44.2	61.9	50.6	54.1	56.8	48.4
38.0	72.0	44.4	61.6	50.8	53.9	57.0	48.2
38.2	71.6	44.6	61.3	51.0	53.6	57.2	48.0
38.4	71.25	44.8	61.1	51.2	53.4	57.4	47.8
38.6	70.9	45.0	60.8	51.4	53.2	57.6	47.7
38.8	70.5	45.2	60.6	51.6	53.0	57.8	47.5
39.0	70.2	45.4	60.3	51.8	52.8	58.0	47.3
39.2	69.8	45.6	60.0	52.0	52.6	58.2	47.1
39.4	69.4	45.8	59.7	52.2	52.4	58.4	47.0
39.6	69.1	46.0	59.5	52.4	52.2	58.6	46.8
39.8	68.7	46.2	59.2	52.6	52.0	58.8	46.7
40.0	68.4	46.4	59.0	52.8	51.8	59.0	46.5
40.2	68.1	46.6	58.7	53.0	51.6	59.2	46.4
40.4	67.7	46.8	58.5	53.2	51.4	59.4	46.2
40.6	67.4	47.0	58.2	53.4	51.2	59.6	46.1
40.8	67.1	47.2	58.0	53.6	51.0	59.8	45.9
41.0	66.7	47.4	57.7	53.8	50.9	60.0	45.8
41.2	66.4	47.6	57.5				45.6



MAIN DISTRIBUTORS

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PERFORMANCE EQUIPMENT

*All the Gear at AUTOSHOPS for  
Rally & Sports Enthusiast!*

STAGE I, II & III HEADS — Q.I. RALLY LAMPS  
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21 CLARKSTON ROAD, GLASGOW, S.4. MER 2386  
52 GEORGE STREET, PAISLEY. PAI 2881

EVENT 1

**SALOONS UP TO 1200cc**

2.30 P.M.

RACE 1 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
49	G. BELL/A. Barton	Morris Mini	998
95	R. J. SCOTT	Mini-Cooper	997
96	J. I. JOHNSON	Austin Mini	996
97	J. SIME	Mini-Cooper	997
98	D. WOOD	Ford Anglia	997
99	L. LAYBOURNE	GTS Mini	1070
00	A. ORMISTON	Morris Mini	998
01	K. ALLEN	Austin Cooper	998
02	D. C. GAY	Morris Cooper	998
03	R. M. CAIG	Borgue Anglia	1198
04	E. PATERSON	Mini Minor	1028
05	C. LIVINGSTONE	Renault	1100
06	J. E. HOWDEN	Hillman Imp	875
07	I. R. OWER	Mini-Cooper	1148
08	R. D. WYLLIE	Mini-Cooper	997

Reserves:

110 K. ROBERTSON Aley-Mini 850

1st (£20) 0.1 2nd (£12) 4.9 3rd (£8) 9.7

4th (£4) ..... Fastest Lap: ..... secs.

Winner's Speed: ..... m. .... s.: ..... mph

Latest in a long  
line of thoroughbred  
office duplicators—  
**Gestetner 366 type S**

Call and see it  
in action—you'll  
know then why  
Gestetner lead the  
field!

**Gestetner**

13/13a Stafford Street,  
EDINBURGH 1.  
CAL 4144



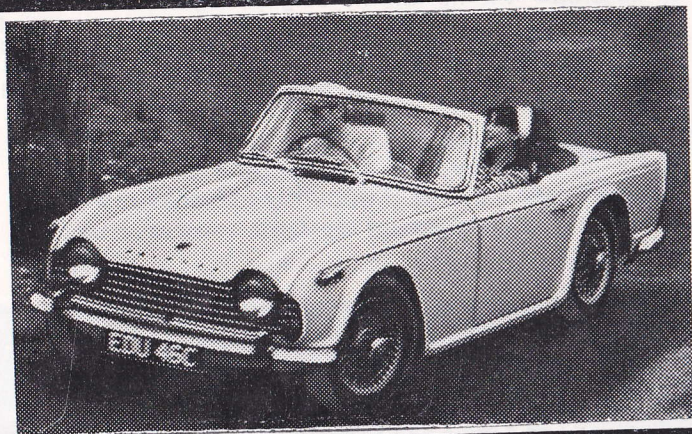


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Ltd.

THE TRIUMPH DISTRIBUTORS

*invite you to*



**Come for a fast drive  
in a Triumph TR4A**

We don't promise to break the speed limit. But we do promise to show you the acceleration and cornering stability of this remarkable car. The Triumph TR4A has all-round independent suspension. Disc brakes. And a convertible-type hood which stows out of sight (or folds up and water-tight) in seconds. Fancy a fast drive?



**32 SHANDWICK PLACE, EDINBURGH, 2**

Phone: CAL 7243

Branches at: Stirling, Aberdeen, Dundee, Perth, Kirkcaldy,  
Inverness, Hawick, Newcastle-upon-Tyne

## FORMULA VEE RACING CARS

10 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
65	N. BRITTAN/Team VW (GB)	Beach	...	1300
66	J. NADIN/Team VW (GB)	Beach	...	1300
67	M. HAYSEY/Team VW (GB)	Beach	...	1300
68	B. DRYDEN/Team VW (GB)	Dolling	...	1300
69	G. BIRRELL/Team VW (GB)	Beach	...	1300
70	H. HEEREY/VW (N. London)	Beach	...	1300
71	P. R. MASON/ Smithfield Garage Ltd.	...	Smithfield	1285
72	M. BURNS-GREIG/ H. & G. Robinson Racing	Beach	...	1300
73	B. E. GLOVER/Midgley Bros.	C.G.V.	...	1192
74	A. S. NICHOL/J. S. Lamb	Apal	...	1300
75	P. DANNAHER/ Weir Lodge Garage	Beach	...	1300
76	M. HAYSELDEN	Monaco Vee	...	1300
77	J. HALL	Apal	...	1300
78	A. MILLBURN	Apal	...	1300

1st (£20) *65* 2nd (£12) *69* 3rd (£8) *66*

4th (£4) *70* Fastest Lap — secs.

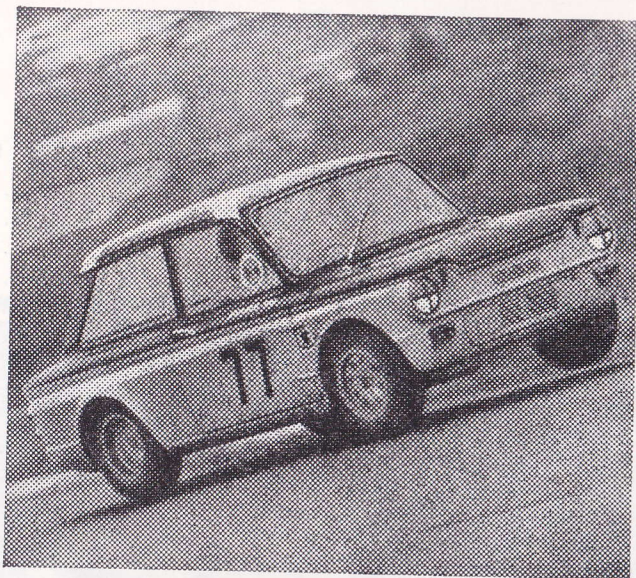
Winner's Speed : ..... m. .... s. : ..... mph

## SCOTTISH FORMULA VEE CHAMPIONSHIP

	July 23	Aug. 13	Total
N. BRITTAN/Beach	9	9	18
H. HEEREY/Beach	6	3	9
Miss J. NADIN/Beach	4	4	8
G. H. BIRRELL/Beach	1	6	7
A. W. COWAN/Smithfield	3	—	3

1st, 9 points; 2nd, 6; 3rd 4; 4th, 3; 5th 2; 6th, 1.  
Four events to count.





## IMP PROVED AGAIN!

Alan Fraser Racing Team

POSITION: 1st AND 2nd  
PLACE AND DATE: SILVERSTONE 20th MAY 1967  
EVENT: INTERNATIONAL SALOON CAR RACE  
CLASS: UP TO 1000cc  
CARS: 998cc MODIFIED HILLMAN IMPS  
DRIVERS: BERNARD UNETT, TONY LANFRANCHI

The proof of a car is in the driving—the harder the driving the more positive the proof. Over Europe's toughest rally grounds the Imp has proved itself—time and again—a rugged and reliable winner. Now the Imp leads in its class on Britain's tortuous and twisty racing circuits where dependability, speed and superb road-holding really count. It's a car that's made for winning—and it's proved it once again!

Results subject to confirmation

MAIN DEALER

**JAMES ROSS & SONS**  
(MOTORS) LTD.

**LOCHRIN EDINBURGH**

FOuntainbridge 1555

EVENT 3

3.10 P.M.

### SALOON CARS over 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
29	J. MILNE/W. Shepherd ...	Mini-Cooper ...	1293
43	S. McCRACKEN/ Jaynick Accessories ...	Jaynick Anglia ...	1600
48	D. MUTER/A. Barton ...	Morris Cooper ...	1293
53	T. E. SLEIGH ...	Jag. 3.8 Mk. 11 ...	3781
54	W. J. TURNBULL ...	Jag. 3.4 Mk. 1 ...	3442
55	J. DRYDEN ...	Mini-Cooper ...	1293
56	R. F. MORRISON ...	Mini-Cooper ...	1275
57	P. DALKIN ...	Triumph ...	1999
58	D. J. M. FISHER/P. Dalkin ...	Perdal Cortina ...	1860
59	S. J. CHRISTINE ...	Ford Anglia ...	1860
60	E. LABINJOH/J. Fisher ...	Mini-Cooper ...	1450
62	G. DOUGLAS ...	Ford Anglia ...	1600
63	J. M. HENRY ...	Mini-Cooper S ...	1293
64	J. R. BLANCKLEY ...	Austin A/40 ...	1798
79	P. V. WRIGHT ...	Mini-Cooper S ...	1293

#### Reserves:

09	P. G. GAILLARD ...	Mini-Cooper S ...	1293
----	--------------------	-------------------	------

1st (£20) ... 5.5 ... 2nd (£12) ... 6.0 ... 3rd (£8) ... 4.8 ...

4th (£4) ... 5.6 ... Fastest Lap ... — ... secs.

Winner's Speed: ... m. ... s.: ... mph

EVENT 4

3.30 P.M.

### SPORTS & SPECIAL GT CARS over 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
20	W. DRYDEN/J. N. Cuthbert ...	Lotus Elan ...	1594
21	T. E. BLACKADDER ...	Lotus Elan GT ...	1594
23	R. McN. COWE ...	Healey-Lotus ...	1558
24	A. SOUTER ...	Fairthorpe ...	1650
25	S. DUNSTERVILLE ...	Lotus 7 ...	1340
26	G. WHITTINGHAM ...	Lotus 7 ...	1498
27	H. HEEREY/Midland Garage ...	Chevron ...	1498
28	J. MILNE/W. Shepherd ...	MG Midget GT ...	1293
30	I. A. B. HARRIS ...	Mallock U2 ...	1390
31	A. W. HUTCHINSON ...	Austin-Healey ...	1293
32	J. BLADES ...	Ginetta G12 ...	1594
33	J. H. APLEGARTH ...	Adder Mk. 1 ...	1594
34	I. COCHRANE ...	Lotus 7 ...	1498

1st (£20) ... 2.7 ... 2nd (£12) ... 2.0 ... 3rd (£8) ... 3.4 ...

4th (£4) ... 2.4 ... Fastest Lap: ... — ... secs.

Winner's Speed: ... m. ... s.: ... mph



EVENT 5

**SALOONS up to 1200cc**

3.50 P.M.

RACE 2 — 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
80	G. BIRRELL/ Claud Hamilton Motors Ltd.	Singer Chamois	1140
81	W. L. MORRISON	Chamois Sport	998
82	T. CHARNELL/ J. Croall & Sons	Chamois Sport	998
83	A. J. R. CORMACK	Hillman Imp	998
84	R. D. McCUTCHEON	Hillman Imp	998
85	R. MacKAY/H. Shannon	Hillman Imp	998
86	L. EMSLIE	Morris Cooper	1071
87	A. J. TOBIAS	Mini-Cooper S	1148
88	B. HENDERSON	Minnow Mini	999
89	N. WATERHOUSE/ B. Henderson	Minnow Mini	999
90	N. EDGINGTON/ B. Henderson	Minnow Mini	970
91	R. J. S. HAINING	Mini Cooper	999
92	G. DOUGLAS	Hillman Imp	998
93	J. A. J. CURRIE	Mini-Cooper	997
94	J. S. McCAIG/K. Robertson	Morris Mini	1071

1st (£20) 80 2nd (£12) 81 3rd (£8) 914th (£4) 85 Fastest Lap — secs.

Winner's Speed: ..... m. .... secs.: ..... mph

# John McBain & Son Ltd.

FORD MAIN DEALERS

are proud of their association  
with Jim Clark and with the  
Border Reivers, the team founded  
by their late Chairman, and are  
proud to have been responsible  
for the preparation of their cars.

**McBain's for Service**

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EVENT 6

4.10 P.M.

**THE JOCK McBAIN MEMORIAL TROPHY RACE**

40 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. J. FORBES	Lotus-BMW	1991
2	J. L. ROMANES	Lotus 35	1865
3	A. D. T. FLETCHER	Brabham BT18	1600
4	A. CHARNELL	Lola T55	1600
5	J. RUSSELL	Russell-Ford	4727
6	J. MILLAR	Brabham BT15	997
17	C. M. WILLIAMS/ Chris Williams Racing Ltd.	Brabham BT21	997
8	R. FEILDING/ Michael Pearson Racing	Brabham BT21	997
9	G. OLIVER	Brabham BT10	997
10	G. BIRRELL/ Ecurie Ecosse	Ecosse Imp	998
11	A. N. OTHER/ Ecurie Ecosse	Ecosse Imp	998
12	S. JOHANSSON/ Saab Aktiebolag	Saab JW4/4	850
14	A. C. GOODFELLOW	Fireball-Ford	1600
15	W. TURNBULL/ P. A. B. Stewart	Cooper	1085
16	G. MacWILLIAM	Merlyn Mk. 7	1860

**Reserves:**

17	J. WALKER/ Richard Grant (Properties) Ltd.	J.W.4/4	850
----	---	---------	-----

1st (£75) 1 2nd (£40) 3 3rd (£30) 54th (£20) 7 Fastest Lap: ..... secs.

Winner's Speed: ..... m. .... s.: ..... mph.

Up to 1000cc:

1st (£30) ..... 2nd (£20) ..... 3rd (£10) .....

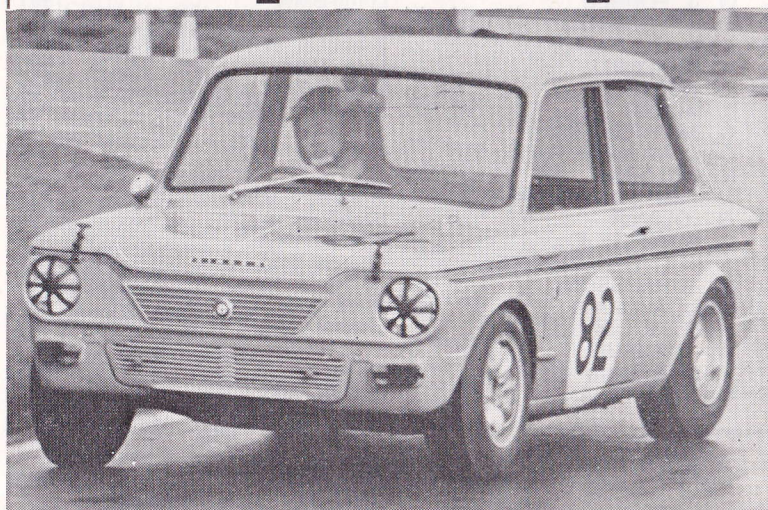
**"DAILY RECORD" SCOTTISH RACING CAR CHAMPIONSHIP**

	Apr. 8	May 7	July 23	Aug. 13	Total
A. D. T. FLETCHER/Brabham	11	11	—	11	33
W. FORBES/Lotus-BMW	—	1	11	8	20
J. MILLAR/Brabham F3	6	8	3	2	19
C. WILLIAMS/Brabham F3	—	—	8, 7	—	15
G. H. BREAKELL/Brabham BT8	8	5	—	—	13
G. B. BIRRELL/Ecosse-Imp	—	6	2	5	13
D. BERRY/Brabham F3	—	—	5	6	11
J. L. ROMANES/Lotus 35	—	4	5	—	9
M. A. PEEL/Cooper F3	4	3	—	—	7
A. C. GOODFELLOW/Cooper	5	—	1	—	6
J. GERARD/Cooper	—	—	6	—	6

Scoring: 1st, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1.  
Best four to count. 1 for finishing in each section.



# Lap it up!



With the Singer Chamois saloon. The light and fantastically comfortable family car. Costs stay low, pleasures stay high with the Chamois. And with the Chamois Sport and Chamois Coupe—all the Chamois luxury with a new rear-mounted sports engine that gives 51 bhp. Winners, all of them! **See them at Claud Hamilton now.**

**Singer Chamois** Saloon £618.15.2 inc. p.t.  
**Chamois Sport** Sport £665.9.4 inc. p.t.  
**Chamois Coupe** Coupe £665.9.4 inc. p.t.

## Claud Hamilton

THE SINGER SPECIALISTS

[MOTORS] LTD

259 BROOMLOAN ROAD · GLASGOW · SW1  
 TELEPHONE: IBROX 4141 (IBROX STADIUM CORNER)  
 Showrooms open Sundays 11 a.m. – 6 p.m.

SINGER MAIN DEALERS FOR GLASGOW & WEST OF SCOTLAND

EVENT 7

4.45 P.M.

### SPORTS & SPECIAL GT CARS up to 1200cc

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
35	R. FORESTER-SMITH	Lotus XI	1150
36	G. CROSSLEY	Lotus XI	1098
37	N. MORRISON	Lotus XI	1098
38	G. HAMILTON	Lotus XI	1098
39	G. SILVERWOOD/ D. Buller-Sinfield	Lotus XI GT	1148
40	A. G. WATSON	Mallock U2	997
41	A. MYLIUS	Ginetta G12	998
42	J. NICHOLSON/ Jaynick Accessories	Lotus 23B	1098
44	J. L. ALEXANDER	Mini-Marcos GT	1070
45	J. MACKIE	Marcos	998
47	A. BARTON	Mini Marcos	1150
50	J. ABSALOM	Ginetta G4	1098
51	T. S. McNAY	Mini-Marcos	1098
52	R. SIMPSON-SMITH	Project	1098
61	J. FISHER	Fisher GT	1100

#### Reserves:

46	G. TEMPLE	Lotus 7	997
19	G. THOMSON	Mallock U2	997

1st (£20) 42 2nd (£12) 47 3rd (£8) 50

4th (£4) ..... Fastest Lap ..... — ..... secs.

Winner's Speed : ..... m. .... s. : ..... mph

### SHEILA WHYTE CHAMPIONSHIP FOR GT CARS

	Apr. 8	May 7	July 23	Aug. 13	Total
W. DRYDEN/Lotus Elan	—	6	6	—	12
T. E. BLACKADDER/Lotus Elan	4	—	1	6	11
A. W. COWAN/Marcos GT	—	4	3	—	7
J. R. BALLANTYNE/Diva	6	—	—	—	6
J. E. MILNE/M.G. Midget	6	—	—	—	6
J. FISHER/Fisher GT	4	1	—	—	5
T. E. THWAITES	—	—	—	4	4

Scoring : 1st, 6 pts. ; 2nd, 4 pts. ; 3rd, 3 pts. ; 4th, 2 pts. ; 5th, 1 pt.  
 Best four to count.



others are trying  
to catch us up  
So what!



*The harder they try  
the better we get*

We are at 392 St. Vincent Street, Mon. to Sat. inclusive  
and also at the receiving end of Glasgow City 4534  
between 9 a.m. and 5.30 p.m.

\*INGLISTON BOOKING OFFICE

**GRAHAM BIRRELL (RACING)**

SCOTLAND'S LEADING RACING & RALLY EQUIPMENT SPECIALIST

**MOTOR  
ACCESSORIES**

FOR  
THE MASSES

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BIRRELL (Motor Accessories)**

120 BUSBY ROAD  
CLARKSTON  
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All the popular  
ranges from  
Holts Duplicolor,  
Simoniz  
Turtle Wax,  
Eversure, etc.  
Car Batteries  
and Radios for  
all popular  
makes. Lock-  
heed and  
Girling Brake  
Fluids, Duckhams  
and Castrol  
Oils — Mon-Sat  
9 a.m. - 6 p.m.  
Sun 10 - 4

EVENT 8

5.05 P.M.

**HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE**

25 LAPS

For the fastest six saloon cars in each of the  
classes (up to 1200cc and over 1200cc)

Car No.	DRIVER/Entrant	Make/Model	Qualifying Time cc
80	G. BIRRELL	SINGER CHAMOIS	1140
55	J. DRYDEN	MINI COOPER	1293
81	W. L. MORRISON	CHAMOIS SPORT	998
48	D. MUTER	MINI COOPER	1293
56	R. F. MORISON	MINI COOPER	1275
91	R. J. S. HAINING	MINI COOPER	999
85	A. MACKAY	HILLMAN IMP	998
91	K. ALLEN	AUSTIN COOPER	998
60	E. LABINJOH	MINI COOPER	1450
58	D. J. M. FISHER	PEADAL CORTINA	1860
69	J. A. BLANKLY	AUSTIN A/40	1795
89	N. WATERHOUSE	MINNOW MINI	999

1st (£30) 81 2nd (£20) 56 3rd (£10) 48

4th (£5) Fastest Lap: — secs.

Winner's Speed: m. s. mph

**HARTLEY WHYTE SALOON CAR CHAMPIONSHIP**

	Apr. 8	May 7	July 23	Aug. 13	Total
G. B. BIRRELL/Shannon Chamois	4	6	6	3	19
W. L. MORRISON/ Singer-Chamois & Mini-Cooper	6	—	4	2	12
J. DRYDEN/Mini-Cooper S	—	4	2	6	12
D. J. MUTER/Mini-Cooper S	3	—	—	4	7
R. J. S. HAINING/Mini-Cooper S	—	3	—	—	3
E. A. LABINJOH/Mini-Cooper S	—	—	3	—	3

Scoring: 1st, 6 points; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1.

Best four to count.

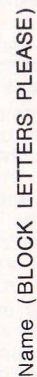


**CIT 5168**

**GLASGOW'S  
CITY  
CENTRE  
SPEED  
SHOP**

**228 St. Vincent St.,  
Glasgow C.2.**

# Ingliston 1967 Advance Booking Form



Address

S.M.R.C. Full Membership No(s) ..... Phone  
(if discount of 5/- per full member is claimed)

please supply me in advance of the appropriate meeting(s) with tickets as under :—

[illegible]

## Preference for Block in Highland Grandstand

CHEQUE/POSTAL ORDER/CASH Total £	

Return with remittance to SCOTCIRCUITS LTD NATIONAL BANK CHAMBERS DUNS BERWICKS.



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Manufacturers of

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HOSE REELS, FIRE ALARMS, DETECTORS,  
STEEL FIRE ESCAPES, MAINTENANCE, Etc.

**OUR EQUIPMENT SAFEGUARDS THIS MEETING**

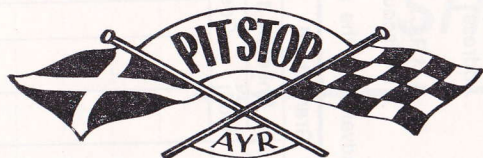
**Fire Appliance Services Ltd.**

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**Tel. 3 2 3 3**

**Keep Your Equipment Fighting Fit — Let F.A.S. look after it.**

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CONVERSIONS  
IT'S**

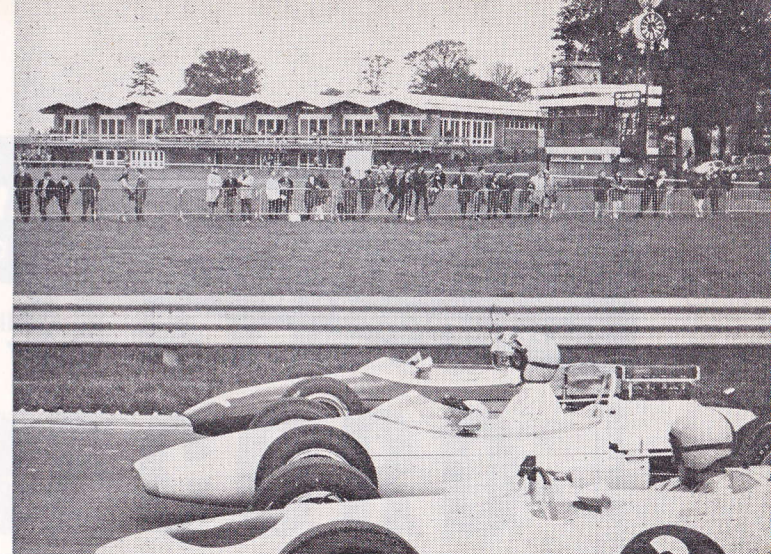


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*The MacRobert  
Pavilion  
overlooking  
the circuit.*



## **Why you should join the SCOTTISH MOTOR RACING CLUB**

This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. With a membership of over 1700 it is now acknowledged as one of Britain's foremost clubs. Members of the club — including its founder-member and President, Jim Clark, formed Scot-circuits Ltd. — the promoting company at Ingliston — in 1964 and the two bodies work closely together.

Members are entitled to a discount on tickets for Ingliston and have the use of the magnificent McRobert Pavilion. Complete with its 400-seat restaurant, balconies overlooking the circuit, members' licensed bar and excellent toilet facilities the pavilion is also the venue of the Club's annual Dinner Dance in November — acknowledged as one of the leading motor sporting social functions of the year. Members competing at Ingliston are further entitled to a discount on entry fees and all members have free access to the Paddock at Ingliston — barred to the public in general.

The Club have adopted "Top Gear," Scotland's motoring monthly, as their official club magazine and this is distributed free every month to members. A four-page Club section keeps members abreast of all developments, reports past events and contains numerous articles of general interest. The Club organises special Members' Practice Days regularly throughout the Summer when members can try out their own cars at Ingliston. Social activities are not forgotten and from time to time during the Winter months the Club holds Film Shows, Noggin and Natter Nights, dances and talks.

Most of the meetings at Ingliston are exclusively open to members' entries and the promoters' generous expenses contributions and prize money are offered. In addition to full membership, relatives of full members resident in the same household may also enrol as "Family" Members and enjoy all the privileges of membership bar the distribution of literature and the ability to enter for competitive events.

With an ever-increasing membership, the go-ahead Scottish Motor Racing Club offers something for every follower of Motor Sport in Scotland.

**Membership Application Form overleaf.**





# Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for  
1967 Membership

BLOCK CAPITALS

Full Name .....

Address .....

Phone ..... Occupation .....

Do you intend to race (or enter) ? YES / NO

Do you wish to be considered for Marshalling at Race Meetings ? YES / NO

I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date ..... 1967 (Signed) .....

Subscription .....	2 gns.	£2	2	0
Car Badge .....	25/-			
Lapel Badge (brooch type) .....	4/-			
Repeat-Motif Tie (Terylene) .....	19/6			
Blazer Badge .....	45/-			
Windscreen Sticker Badge .....	2/6			
Overall Badge .....	12/6			

CHEQUE/P.O./BANKER'S ORDER £ .....

Return with remittance  
to

**National Bank Chambers, Duns  
Berwickshire**

# DAILY RECORD

**BEATS THE LOT!**

- Every Friday in the Daily Record, the greatest car sale pages in Scotland.
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- Up-to-the-minute news, pics., stories covering the whole sports scene.

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**SUPREME IN MOTOR RACING**



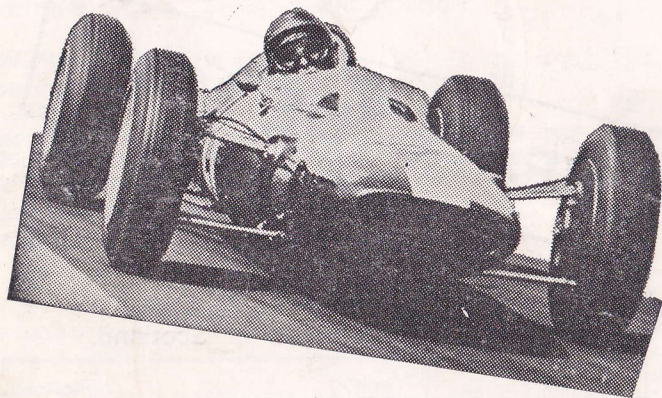
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**HASTE YE BACK AGAIN!**

*Our next Meeting is*

**THE LOMBANK TROPHY**

**RACE MEETING**



**Sunday, Oct. 1st : 2.30 p.m.**

*Advance Booking Form Inside*

**BE SURE OF YOUR SEAT IN  
THE STAND!**